

Message

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Sent: 2/15/2022 3:59:43 AM
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Subject: Windsor Detroit Crossing: Temporary Concrete Barriers

Hi Dana: Nice talking to you today. I am summarizing our discussion below and have added a few additional details as we discussed. I have also including my colleagues from MTO's West Region – Geoff Gladdy, Director West Operations and Geddes Mahabir, Manager West Highway Operations.

- Upon request by the OPP, MTO has supplied Temporary Concrete Barriers (TCBs) through McLean Taylor Construction Limited. The TCBs are needed on either side of approximately 3.2 km roadway section leading to the Windsor-Detroit crossing.
 - Of the total 6.4 km (3.2 km x 2) TCB, approximately 600 TCB units (2.4 km) were supplied by the OPP through a local contractor and McLean Taylor crews were responsible for loading, transporting and placing the TCBs.
 - The remaining approximately 4 km TCB is being supplied by McLean Taylor and their sub-contractors.
 - MTO's parametric estimate for the work is \$1.3M (see details below).
 - It is understood that the TCBs may be required for 30 days to 60 days duration. This requirement may change as the overall situation continues to evolve. The OPP will inform MTO as soon as possible if there is a change in this requirement.
 - Once the OPP informs that the TCBs are not required anymore, MTO will ask McLean Taylor to remove the TCBs.
 - Since these TCBs are being installed along a municipal roadway, MTO has requested the OPP to advise how compensation to the contractor can be arranged.
 - Preliminary thought from the OPP is that compensation would be through federal funds available to support the emergency response to re-open the Windsor-Detroit crossing.
 - The OPP will review and provide more details related to compensation for the contractor in the next few days.
- Engineering Responsibility:
 - Any temporary or permanent construction work that has the potential to impact public safety needs approval/ sign-off by a Professional Engineer who represents the Road Authority.
 - The TCB installation is considered temporary construction work and it is understood that the City of Windsor would be the Road Authority.
 - In order to ensure public safety and also to ensure that there is no adverse impact on other routine operations such as maintenance, snow clearance etc., it is essential that the Road Authority review and approve the placement of the TCB and also assume all responsibility related to the TCBs. For instance:
 - Ends of TCB runs may require to be flared or the installation of temporary energy attenuator terminals.
 - In order to not impede drainage, there may be need to provide drainage gaps in TCB runs or place TCBs such that catch basins are not covered.

- Traffic signals of intersecting roadways where access is closed may require to be changed to permanent red for the intersecting roadway and permanent green for the main roadway.
- Additional safety/ warning signs may be required at intersecting roadways where access is closed as well as along the main roadway where left-turn and right-turn is no longer permitted.
- If in the future there is a need to adjust the TCBs, MTO can ask McLean Taylor to do the same.

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MTO's Parametric Estimate for 6.4 Km TCBs

- TCB 6,400m @ \$150 per m: \$960,000
- Sunday, Feb 13 work:
 - 4 trucks @ \$150 per hour for 20 hours: \$12,000
 - 8 workers @ \$120 per hour (double-time) for 20 hours: 19,200
 - Total: (4 trucks, 8 labour for 20 hours): \$31,200
- Total: \$991,200
- Total including 30% for contingencies, staff overtime etc.: \$1,288,560 say \$1,300,000.

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